

INSTRUCTIONS AND CONTENTS LIST FOR “DAVE TAYLOR” POSITIVE ALIGNMENT NORTON COMMANDO HEAD STEADY

CONTENTS (Part number 050259)

- 1 x 050242 ALUMINIUM HEAD BASE PLATE
- 1 x 050244 ROSE JOINT ASSEMBLY
- 1 x 050245 ALUMINIUM FRAME CLAMP
- 1 x 0502481 40 X 8mm BOLT, ROSE JOINT TO FRAME CLAMP
- 1 x 050249 8mm ROSE JOINT TO FRAME CLAMP NUT
- 5 x 050322 5/16 FLAT WASHERS
- 2 x 050323 5/16 LOCK WASHERS
- 1 x 30 x 8mm BOLT ROSE JOINT TO RISER TOWER

ADDITIONAL CONTENTS FOR 050260

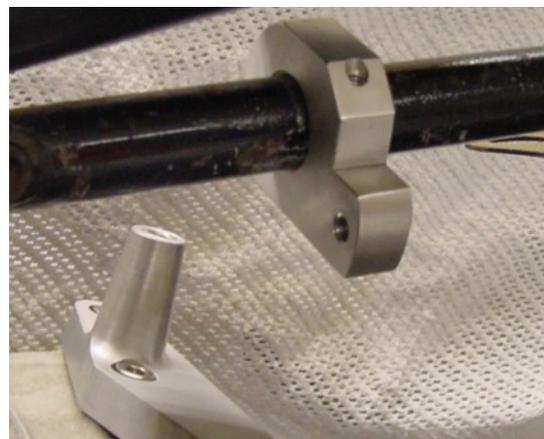
(All stainless steel except 065585)

- 2 x 063124S ¼ BSW SETS
- 2 x 050241 ¼ FLAT WASHERS
- 2 x 050238 ¼ LOCK WASHERS
- 1 x 065458 YOKE HOLDER
- 1 x 065456 YOKE FOR SPRING
- 1 x 065454 SPRING
- 1 x 065585 SPRING RETAINER
- 1 x 8mm NYLOC NUT

The list above (050259) is the list of parts included in our head steady 812. This is a complete head steady ready to fit. However we recommend that to fine tune handling and vibration the Mk3 suspensory spring device as fitted to the MK3 Commando, should also be fitted and the design of our head steady allows this. The components in the suspensory spring device are all standard Norton, so we offer our head steady with or without them . If you order the head steady with them (part number 050260) then in addition to the above, components listed on the right also included.

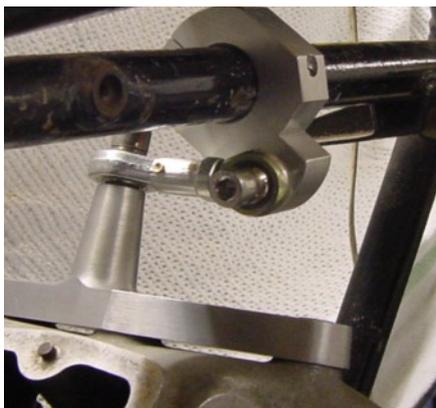
HEAD STEADY INSTRUCTIONS

- 1 Check the ISO's and set them as required.
- 2 Remove the fuel tank.
- 3 Remove the old head steady complete with rubber mounts.
- 4 If fitting the Mk3 Suspensory Device slacken off the coil mounts and remove the rear two bolts nuts and washers. Retain for later use.
- 5 Free off all wiring and control cables in the area under the tank.
- 6 Fit the spring retainer over the frame tube as shown, and secure using the retained nuts bolts and washers.
- 7 Fasten the head base plate to the top of the head. Finger tight only at this point.
- 8 Fit the frame bracket on to the lower frame tube, tapped hole on the right hand side. Tighten the two screws enough to remove all play but allow rotation

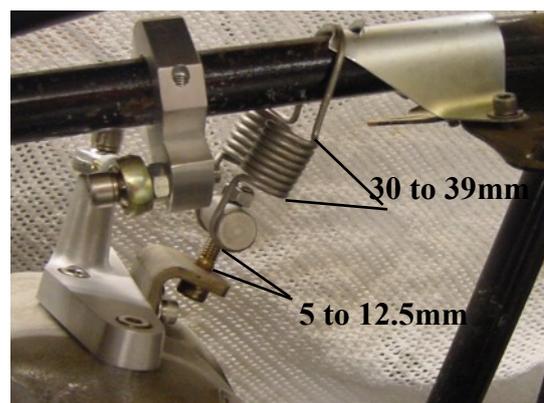


- 9 Attach the rose joint to the frame bracket using the cap screw, and nut provided.

- 10 With the bike off the centre stand and the rider sitting in the saddle. Set the link joint approximately horizontal by placing washers provided as required between the riser tower and rose joint and nip down.
- 11 Set the rose joint assembly 90 degrees across the frame by sliding the frame bracket along the frame tube.
- 12 With the bike off the centre stand and the rider sitting in the saddle. Vigorously move the handle bars to settle the steady.
- 13 Tighten up the frame clamp bracket
- 14 Tighten up the head base plate.
- 15 Check the rose joint assembly rocks freely across the chrome ball, and has equal movement. If found to be stiff try slackening the base plate or frame bracket and repeating step 14. Alternatively undo one of the frame bracket cap screws and tighten the other by say half a turn.
- 16 The link will have been pre-set but due to Commando build variances the rose joint assembly angle may need adjusting slightly to ensure full rocking movement is available. Loctite up when complete.
- 17 Put the bike back on its centre stand and the rose joint assembly should go stiff. If not the ISO's might be too loose, or step 16 has not be done correctly.
- 18 If fitting the Mk3 Suspensory Device. Bolt the trunnion bracket to the base plate.
- 19 Clip the spring onto the yoke as shown, and tighten the adjusting nut until the spring is under very light tension. (Ensure the rocker cross over oil pipe is clear).
When correctly adjusted the overall length of the spring coil will measure 1.2" to 1.53" (30 to 39mm) and the distance between the top of the mounting bracket to the underside of the yoke will be .2" to .5" (5 to 12.5mm)
- 20 Secure all wiring and control cables, and re-fit the fuel tank.
- 21 Road test the bike and adjust the suspensory spring as desired 3 flats at a time. (This can be a pain)
- 22 Lubricate sparingly with light oil when checking the valve clearances
- 23 What is left of the low frequency vibrations will be tuned out by adjusting the suspensory device. You may experience slightly increased vibration higher in the rev range as you adjust the spring tension or until the head steady settles in.
- 24 You will find the bike runs tighter lines, so take care.



Head steady Fitted



Head steady with spring tensioner